

Amendments to the Specification:

Please replace the paragraph beginning on Page 4, line 9 with the following amended paragraph:

Figure 1 shows a lift drive device 10 according to the present invention. The lift drive device 10 includes three main elements, namely a track 12 having teeth 14, incorporated into a rail 15, a drive element 16 having spiral drive threads 18 and a motor 42. In this sense the row of teeth form a track, and the track of teeth form part of the rail and are integrated therewith. Motor 42 has an output shaft which is attached to gearbox 110. In the present specification the term lift drive is used, although the drive of the present invention can both lift and lower. The drive of the present invention is most suitable for lifting along an inclined plane, although vertical lifts are also comprehended. As explained in more detail below, by reversing the direction of rotation of the drive element, the present invention can be used to move in both directions along a ~~rail~~ rail 15 having a track 12.

Please replace the paragraph beginning on Page 8, line 6 with the following amended paragraph:

Figure 4 shows one implementation of the present invention is a stair lift device. As noted the present invention is not limited to this application and may be used in many forms of lift devices including elevators having vertical lift and lower cycles. In figure 4 there is shown a carriage 40 onto which the motor 42 and drive element are placed. The carriage 40 preferable includes wheels 44 which run along wheel guides 46 formed in the rail 15. Motor 42 has an output shaft which is attached to gearbox 110. The wheels provide for a free and easy movement of the carriage along the rail. In most cases at least two wheels are used on each side of the rail,

and in some cases more wheels might be used, or the wheels can be separated by a greater distance to provide additional stability to the device. Also shown are the motor and drive element mounted onto the carriage. One concern of the present invention is the possibility that the drive element could lift up and therefore become disengaged from the teeth of the rack. While typically the load being moved will help to prevent this, it is also preferred that the drive element be constrained from so disengaging. In this embodiment the drive element rotates about a fixed axis, and the carriage is sized and shaped to remain engaged with the rail. In other words the wheel guides not only permit the wheels to run freely along the rail, they act to ensure that the carriage remains engaged with the rail, and thereby that the drive element remains engaged with the rack and the teeth thereof.